South Carolina Aeronautics Commission
Aviation Newsletter

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AVIATION EDUCATION WORKSHOP

WORKSHOP PARTICIPANTS

TEACHERS ARRIVE AT PATRICK AFB

Thirty-eight public school teachers completed the 23rd Annual Aviation Education Workshop at the University of South Carolina on June 20, 1975. The three-week workshop, which is sponsored by the South Carolina Aeronautics Commission and the Civil Air Patrol, was directed by Jack Barry, Deputy Director of the Aeronautics Commission. The course is designed to give the teachers an orientation in all phases of aviation, both military and civilian, and carries three semester hour graduate credit at the University.

Three orientation flights were included in the three week program. The teachers flew in general aviation aircraft to Stevens Beechcraft at the Greenville-Spartanburg Airport and toured Stevens Facilities and also visited the FAA Air Traffic Control Facilities. Major Harrell of the U.S. Army Aviation Section at Fort Jackson provided an interesting program on Army Aviation and orientation flights in the Huey helicopters.

The third field trip was to the Kennedy Space Center where the teachers toured NASA and the Air Force Space Facilities. Transportation for this trip was in an Air Force C-118 and was arranged by Civil Air Patrol headquarters in Washington.

Featured speakers on the three-week program were: Betty McNabb, Hospital Consultant; Jack Barker, Regional Public Affairs Officer, FAA; Archie Yawn, Southern Airways; Frances Miller, Miller Aviation; Captain W.W. Owen, Eastern Airlines; Bill Berry, Delta Airlines; L.F. Hembel, S.C. Helicopters; John Purvis, Chief, U.S. Weather Bureau; Fred Begy, Midlands Aviation Corporation; Frank Kelley, FAA, Bill Reynolds, Director Aerospace Education, Washington; and Richard Herold, Assistant Aerospace Education Director, S.C. Wing Civil Air Patrol.

(continued on 2)

(Aviation Education Workshop continued)

The following public school teachers completed the course: Mildred Bagnal, Hamrick; Susan Bartell, Gilesboro; Marie Bell, Columbia High; Dovie Brown, Alcorn Middle; Martha Burkehart, Pineview Elementary; Sarah Califf, E.L. Wright Middle; Jean Eddy, Hammond Academy; Connie Griggs, Taylor Elementary; Anita Hall, Lexington; Ganelle Harman, Gilbert; Patricia Hipp, E.L. Wright Middle; Cathy Holley, E.L. Wright Middle; Lessie Hunter, Burnside Elementary; Yvonne Lloyd, Fulmer Middle; Cathy McGill, Fulmer Middle; Patricia McKay, Joseph Keels, Ernest McLeod, Camden Middle; Laura McMahan, Lexington; Richard McMahan, Lexington; Betty Martin, Pineview elementary; Janie Moore, Fulmer Middle, Karen Parrish, Pineview Elementary; Cheryl Pridgen, Gilesboro; Sarah Quillian, Camden High; John Rabb, Camden Middle; Mary Jean Raftery, Fairfield Jr. High; Jerolyn Randles, Fulmer Middle; Sarah Robinson, Irmo High; Thomas Sanders, Batesburg-Leesville High; Andrena Taylor, Burnside Elementary; Linda Tesh, U.S.C.; John Tosh, North High; Billie Turner, Hamrick; Brenda Turner, Olympia MIddle; Gayle Williams, Fulmer Middle; Oliver Wolff, Hopkins Jr. High.

VFR FLIGHT PLANS

The Federal Aviation Administration of the U.S. Department of Transportation today proposed to eliminate most flight plan service for visual flight rules (VFR) operations because the requirements for emergency locator transmitters (ELTs) on almost all aircraft has made this service unnecessary.

The agency said the practice of pilots informing flight service stations of their intended routes and destinations is a carry-over from the time when the flight plan was the only means of determining where to begin searching for a downed aircraft. With the introduction of ELTs, now required on most aircraft, the need for a flight plan is virtually eliminated. With the ELT search and rescue operations can be started earlier and more effectively, the agency said.

However, FAA wants to retain VFR plan service where specifically required by Federal Aviation Regulations or recommended by the Airman's Information Manual, such as for flights over lakes, swamps, and mountains.

The agency said VFR flight plan service requires some 368,000 FAA manhours annually, yet only 10-15 percent of all VFR itinerant (non-local) flights file flights plans. It said the work force could be better used to provide enroute advisory service instead.

Recommendations for the elimination for VFR flight plan service were made in a 1973 Department of Transportation/Federal Aviation Administration study of the Flight Service Station system, and last year by several aviation user groups, including the Aircraft Owners and Pilots Association (AOPA) and the General Aviation Manufacturers Association (GAMA).

Written comments on the proposal (Docket No. 14626) should be submitted in duplicate to the Federal Aviation Administration, Office of Chief Counsel, Attention: Rules Docket, AGC-24, 800 Independence Avenue, S.W., Washington, D.C. 20591. Closing date for comments is July 28, 1975.

NASHVILLE AVIATION

The Donelson Rotary Club and Metropolitan Nashville Airport Authority are again sponsoring Nashville Aviation Days at Smyrna Airport, Tennessee. The show dates are August 30 & 31, 1975, with the Blue Angels as the featured performers. The Flying Pierces, Vern Peteron (P-51), and the Golden Knights will also be displaying their aerial prowess. A fly-by of World War II combat aircraft will precede the Blue Angels. There will be many military, civilian, and EAA static display aircraft present. Admission is $2.00 per person.

In addition to the usual aerial demonstration, this year's airshow will have attractions for General Aviation. Saturday morning will begin with a fly-in breakfast sponsored by Middle Tennessee EAA Chapters. Hotcakes and coffee will be served from 0715 to 0830. Trophies will be awarded for the best homebuilt, best antique, best classic, best warbirg, farthest home base, and oldest aircraft.

Alpha Eta Rho, professional aviation fraternity, will conduct proficiency cross country and landing contests from 0815 to 1130 each morning. Trophies will be awarded to each morning's winners. The first fifty applicants to register each morning will be accepted.

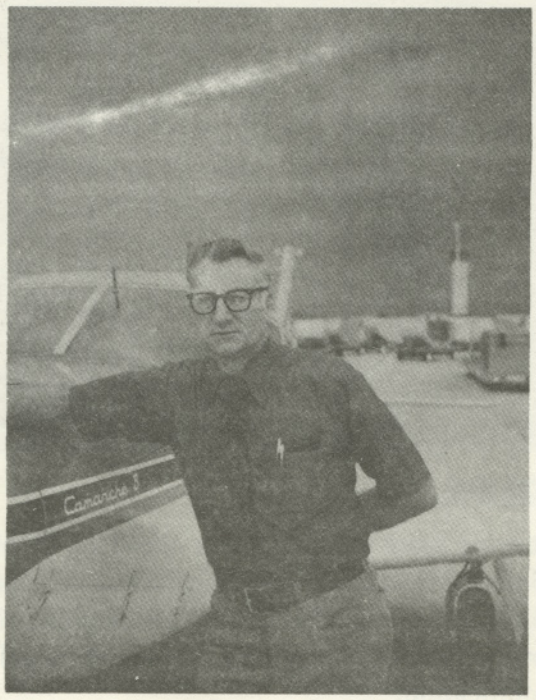
For further information contact, Roland Wolfe, Doyle Terminal, Metropolitan Nashville Airport, Nashville, TN., 37217.

GADO CHANGES

Thomas W. Beavers has been promoted and transferred to the New Orleans General Aviation District Office. We have all enjoyed working with Tom in the Columbia General Aviation District Office over the past five years. He hails from the state of Louisiana and was successful in a bid for a promotion located in the New Orleans GADO.

We wish Tom the best of success in his new assignment, but he will surely be missed in this office.

MILLER ASSIGNED TO COLUMBIA GADO



Donald E. Miller

Donald E. Miller has been assigned to the FAA General Aviation District office in Columbia as an Operations Inspector. He fills the vacancy created by Mr. Tom Beaver's transfer to the New Orleans General Aviation District Office. Don come to Columbia from Norwood, Massachusetts, where he served in the District office for 2 years. He has a wide background in the field of aviation having served as a pilot for the State of Virginia, a designated FAA Pilot Examiner, an Authorized Inspector, and a Flight Instructor in airplanes, helicopters and instruments. Don is retired from the United States Air Force where he served as an aviation mechanic. He holds an airlines transport pilot certificate and an A & P certificate.

Don is married and has four daughters and one son.

We welcome the Millers to South Carolina and hope their stay will be a long and pleasant one.

NEW PIPER DEALER

Dillingham Aviation of Newberry has recently been assigned a franchaise for the Piper Aircraft Dealership for Newberry County and the surrounding area.

Norman Dillingham, Manager of Dillingham Aviation, announced that he will be handling the full line of Piper Aircraft and will provide a Certified Piper Maintenance Center at Newberry.

Norman has recently completed the Bell maintenance school and also provides helicopter maintenance at Newberry. A number of executive fixed and rotary wing aircraft are now based with him.

Dillingham Aviation is a full servite fixed base operator. Services include flight instruction both fixed and rotary wing. Major and minor aircraft maintenance, 100 octane fuel, and hangar and tie downs.

John King and Mike Kullenberg of Magnamics are associated with Dillingham in the sales department.

This new dealership is a welcomed addition to the central midlands and we wish them much success.

FLIGHT INSTRUCTOR REFRESHER COURSE

Auburn University, Auburn, Alabama has scheduled the ninth Flight Instructor Refresher Course for July 19-21, 1975.

The course will be conducted by the FAA Flight Instructor Team, FAA Academy, Oklahoma City, Oklahoma. The course fee is thirty dollars.

Final registration will be held in the lobby of the All-American Inn, headquarters for the course and is beginning at 8:00 a.m. on Saturday, July 19, 1975. The All-American Inn is located one mile south of Auburn on U.S. Highway 29, near Interstate route 85. Adequate parking is available.

All meeting sessions and the luncheon scheduled on Monday will be held at the All-American Inn. A block of rooms has been reserved at this hotel. How ever, individual reservations are necessary to claim these rooms.

The South Carolina Instructor Refresher Course will be presented in October at Columbia.

OLD SOUTH FLY-IN

AIRCRAFT AT ORANGEBURG

The Annual Old South Fly-In was held the weekend of June 7 and 8 at the Orangeburg Airport. More than 700 people were registered, and that said Fred Schmidt, President of the Columbia Chapter of EAA only accounted for those who chose to pay to register.

"We had more than 400 planes in here during the weekend," Schmidt said. Fred and Leon Strock, Fly-In Director, said the Orangeburg Municipal Airport offered the "finest facilities" they had ever used for a fly-in.

Members of the Experimental Aircraft Association and other groups came from as far away as New Jersey and some from west of the Mississippi.

The Greenville and Columbia chapters promoted the fly-in in Orangeburg with "able assistance" from the Augusta and Charleston chapters.

The oldest plane on the field was a Douglas Dolphin owned by C.W. Darden of Columbia. The plane was originally a Lockheed executive craft and was owned by Howard Hughes. Built in 1934, it has a 60-foot wing span and a cruising speed of 85 MPH.

On Saturday workshops were held on several homebuilt aircraft, such as BD-5, KR-1, Volksplane, T-18 and various methods of aircraft construction and engine modification.

More than 175 members attended the Awards Banquet Saturday night at Berrys-On-The-Hill. Johnny Crowell, 82-year-old pioneer pilot and guest speaker told of his experiences in aviation. Crowell, from Charlotte, has flown more than two and one-half million miles; logged more than 24,500 hours as a pilot; and is a member of the OX5 Aviation Pioneer Hall of Fame.

Grand Champion Awards went to the following winners: Grand Champion, Don Fritag, Summerville, S.C.--Champ 7AC; Grand Champion Homebuilt, Fred Schmidt, Cayce, S.C.--Breezy; Grand Champion Antique, Pat Hartness, Greenville, S.C.--Spartan Executive; Grand Champion Classic, John Wright, Greenville, S.C.--Mooney Mite; Grand Champion Warbird, Jerry Walburn, Charlotte, N.C.--SNJ-5.

FAA NOTES

SAFETY----------

Seriousness in accepting the personal responsibility to learn, remember, and excel in performance, both in the air and on the ground.

Ability to execute flight maneuvers and emergency procedures professionally through repetitious practice--the correct way.

Foresight in knowing your limitations and those of the aircraft and never exceeding either, but achieving successfully the maximum of both.

Effectiveness--the level of training attained through the teaching-learning process, teaching by example and motivating in all a desire to know and execute safe operating procedures.

Temper--Self-control and utilizing it to the best advantage in all situations.

You--The most important element of any safety program, your attitude that safety is paramount, your confidence and personal knowledge of the aircraft systems at the voluntary recall level, the emergency procedures at the habit level of learning and your pride in accomplishing flight tasks safely, smoothly and quickly.

IT'S NOT MY PROGRAM OR YOUR PROGRAM..... IT'S OUR PROGRAM. TOGETHER WE CAN MAKE IT WORK, TOGETHER WE WILL MAKE IT WORK.

Reprinted from APPROACH-July 1971
By Lt. Col. R.G. Courtney

HAZARDOUS MATERIALS REGULATIONS AND THE GENERAL AVIATION PILOT----------

If you are a typical general aviation pilot, you have probably violated Part 103 of the Federal Aviation Regulations, unknowingly. The penalties of such violation are not as much a matter of concern as is the safety hazard. Ignorance of the rule in this matter is not only no excuse, it may also lead to serious or fatal consequences. That is why FAA has embarked on a stepped-up program to familiarize all persons who fly with the regulation.

Part 103 covers the transportation by air of what are classified as hazardous materials, and it applies to all civilian aircraft, large and small. The restricted list does not simply pertain to such obvious hazards as explosives; it covers literally thousands of items, many of them common household goods which may not be legally or safely carried in an aircraft unless they are packaged or prepared in a specified manner, or in a limited quantity. Other items may never be carried except in a genuine emergency under a special authorization from FAA.

The key point for pilots to understand is that the aircraft, as a form of transportation, is a special environment in which certain conditions prevail that heighten the potential danger of an accident. In small aircraft particularly, all goods on board are in fairly close proximity to the engine and various electrical motors, enhancing the possibility of accidental fire or explosion. Also, the possibility of severe impact, or dislodgment from turbulence is always present, which could result in the release of noxious fumes, or the leadage of corrosive liquid in vital control areas, or human contamination from radioactive or etiologic (disease causing) agents. The change in air pressure as a non-pressurized aircraft climbs to altitude can cause materials packed under pressure to expand and possibly explode.

What differentiates the aircraft most significantly perhaps, from similar transportation such as the family automobile, is the inability of the pilot or his passengers to leave the scene immediately in the event of an in-flight incident. They have to remain in a small, confined space, exposed to whatever harmful influences may be present, until the aircraft can be safely landed--in some cases a considerable length of time. That is why the pilot who is conscientious about his responsibilities for those who fly with him, and those he flies with, must learn the potential hazards of all baggage and/or cargo when carried in an aircraft, and not equate it with surface transportation. In a work, what you can carry safely in your car may be a potential "bomb" on board the airplane.

Part 103 of the Federal Aviation Regulation prescribes rules for shipping, packing, labeling and carrying, by any aircraft, certain articles considered "dangerous", Part 103 applies to all level aircraft in the United States, and to all U.S. registered aircraft operating anywhere. This includes small private aircraft as well as aircraft operated "for hire".

The rules for passenger-carrying aircraft are more stringent than those for all-cargo aircraft. A passenger-carrying aircraft is defined as any aircraft that carries one or more persons other than crewmembers or other authorized persons (such as company employees or government personnel).

Dangerous articles regulated by Part 103 fall into

eight classes:

1. Explosives, 2. Flammable liquids and solids. (Includes such items as paint removers, liquid flavoring extracts, rubber cement, paints and varnishes, alcohol, matches and charcoal.)

3. Oxidizing materials. (Materials like nitrates that yield oxygen readily to stimulate combustion.)4. Corrosive liquids. (Includes battery acid, some cleaning compounds, rust removing or prevention compounds, etc.) 5. Compressed gases. (Includes most household sprays.) 6. Poisons. (Includes pesticides, roach powder, motor-fuel antiknock compound, etc.) 7. Etiologic agents. (Includes medical and diagnostic supplies such as serums, specimens, vaccines, etc.) 8. Radioactive materials.

WHO IS RESPONSIBLE FOR WHAT?----------

The shipper is responsible for proper packing, wrapping, labeling and marking of hazardous materials for shipment, and with certifying that the above has been carried out.

The aircraft operator (if different from the pilot) must see that proper loading procedures are followed, and must notify the pilot (in writing) what hazardous material is on board, how much and where it is stowed.

The pilot-in-command has final responsibility for his flight. He must make certain that no dangerous materials are carried in his aircraft unles properly packaged and loaded.

Violations of FAR 103 may result in loss of certificate and/or fines up to $1,000 for each violation. In addition, criminal penalties for death or injury resulting from ignoring hazardous materials rules have been recently increased by Federal law to a maximum of $25,000 and/or five years in prison.

Carriage of hazardous materials by air is increasing steadily, and the likelihood of a general aviation pilot being tapped on the shoulder and asked to carry medical or industrial supplies, in an emergency or as a matter of convenience, is very real. Make sure that you do not let one emergency lead to another--understand the rule, and know the contents of whatever you carry. As pilot-in-command you are responsible for the safety of your flight. There is no way that you can plead ignorance of the law.

ATTITUDE ENCODER REQUIREMENT DROPPED FOR GROUP II TCAs----------

FAA has dropped a rule that aircraft have altitude reporting equipment when operating in Group II terminal control areas (TCA's) after July 1, 1975. The requirement was withdrawn because it appreared that it would place undue hardship on general aviation aircraft owners. At the same time a requirement for air traffic authorization before entering the TCA was reinstated.

As the rule now stands, aircraft operating in all Group II TCAs will need to have 4096-code transponders after July 1, 1975, and will be required to obtain air traffic control clearnace before entering Group II TCA and to maintain two-way radio communications with air traffic control. Current Group II TCA locations are Cleveland, Denver, Detroit, Houston, Las Vegas, Minneapolis, Philadelphia, Pittsburgh, Seattle, and St. Louis. Group II TCA's go into effect at New Orleans July 17, 1975 and at Kansas City August 1, 1975.

The rule change does not affect operations in the nine Group I TCA's where 4096-code transponder and altitude encoding equipment are required. Group I TCA locations are Atlanta, Boston, Chicago, Dallas-Ft. Worth, Los Angeles, Miami, New York, San Francisco and Washington D.C.

For further information, see FAR 71 or Part I of the Airman's Information Manual.

SEATA MEETING PLANNED

The Southeastern Aviation Trades Association will hold its twenty-fifth annual meeting at Myrtle Beach S.C., June 9, 10, and 11. This years meeting is sponsored by the South Carolina Aeronautics Commission and will be held at the Myrtle Beach Hilton.

The Aviation Trades Association is made up of representatives from South Carolina, North Carolina, Virginia, Florida, Tennessee, Georgia, Kentucky and Alabama.

The program begins with registration and a get together on Wednesday, June 9. The business meeting will begin at 9 a.m. June 10. Featured speakers include Congressman Barry Goldwater, Jr., of California, Wayne A. Whitman, Virginia Department of Transportation; Theodore C. Lutz, U.S. Department of Transportation; Vernon Strickland, President of Hawthorne Aviation and Dr. Sidney Sandridge, President of Athens College, Athens, Alabama.

For further information contact Mrs. Gladys Tyler at the Aeronautics Commission office.

CHARLESTON JET ROUTES

C-141 heavy jets are operating at low altitudes in the depicted area. Altitudes vary from 500' AGL to 9000' MSL and airspeeds vary 120 knots to 250 knots. They are flying IFR/VFR day and night.

NORTH CAROLINA AERO CLUB

July Fly-In is being arranged by Allen Long at the new South Raleigh Airport on July 13, This is a new strip south of Raleigh. The Holly Springs Chapter of the EAA are going to bring some home built aircraft and maybe show us just how much fun these planes are. Al Cudney of Morrisville is going to have his Gyroglider to give rides over the runway to the brave. Allen promises to have plenty of excitement for everyone so mark this on your calendar.

AIRCRAFT REGISTRATION

We take this means to notify you that your aircraft is now subject to renewal of registration.

The registration year begins July 1 each year and ends June 30 the following year. Aircraft that are based or operated for more than 90 days in South Carolina must be registered. Penalty for failure to register an aircraft is $100.00 plus court costs.

Aircraft on display in museums need not be registered. Registration fees are as follows: single engine aircraft $5.00; twin-engine aircraft $10.00; twin engine aircraft under 6,000 pounds take-off weight $10.00; aircraft over 6,000 pounds $20.00.

Forms were mailed to aircraft owners in May.

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EMERGENCY LANDING TECHNIQUES

There are several factors that may interfere with a pilot's ability to act promptly and properly when faced with an emergency.

A pilot who allows his mind to become paralyzed at the thought that his aircraft will be on the ground in a very short time, regardless of what he does or hopes, severely handicaps himself in the handling of the emergency.

An unconscious desire to delay this dreaded moment may lead to such errors as: failure to lower the nose to maintain flying speed, failure to lower collective to maintain rotor rpm (in helicopters), delay in the selection of the most suitable touchdown area within reach, and indecision in general.

Desperate attempts to correct whatever went wrong, at the expense of aircraft control, fall into the same category.

A pilot who has been conditioned during his training to expect to find a relatively safe landing area, whenever his instructor closed the throttle for a simulated forced landing may ignore all basic rules of airmanship to avoid a touchdown in terrain where aircraft damage is unavoidable.

Typical consequences: making a 180 degree turn back to the runway when available altitude is insufficient; stretching the glide without regard for minimum control speed in order to get a better-looking field; accepting an approach and touchdown situation that leaves no margin for error.

The desire to save the aircraft, regardless of the risks involved, may be influenced by two other factors: the pilot's financial stake in the aircraft and the certainty that an undamaged aircraft implies no bodily harm.

As will be explained in this study, there are times when a pilot should be more interested in sacrificing the aircraft so that he and his passengers can safely walk away from it.

Fear is a vital part of our self-preservation mechanism.

However, when fear leads to a panic we invite that which we want to avoid the most.

A pilot who allows himself some choice in the selection of a touchdown point for a fully controlled crash has no reason to despair.

The survival records favor those who maintain their composure and know how to apply the general concepts and techniques that have been developed throughout the years.

To summarize the role played by psychological hazards; it appears that the success of an emergency landing under adverse conditions is as much a matter of the mind as of skills.

BREAKFAST CLUB NEWS

On June 1st the Breakfast Club meeting was at the Marion County Airport. Twenty-five people attended.

On June 8th the Breakfast Club met with the EAA Club at Orangeburg. 175 people attended this meeting.

The largest crowd ever to attend a Breakfast Club meeting at Pelion was on hand on June 15. Twenty-one aircraft were at this meeting.

On July 13 a special meeting will be held at Owens Field in Columbia. Transportation will be furnished to the Thunderbird Inn which is located on I-26 West and breakfast for this occasion will be furnished free of charge.

July 27th is the day for the Club to meet in Pickens. Plans are being made for August 10. On the 24th of August the meeting will be in Camden at Hawks Nest.